Manufacturer		Type testing No.	EAPR-GS-7501/12	<
		Date of testing	16.11.2011	
Model	lon 2 S	Location	Bad Altausee	



EAPR e.V - Marktstr. 11 - D-87730 Bad Grönenbach - Germany

	Minimum take off we	eight	Maximum take off weight		
Testpilot	Christian Amon		Hannes Tschofen		
Harness	EAPR Equipment		EAPR Test Equipment		
Pilot's take off weight	80 kg	T.	100 kg	1	

Classification



Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.1.1					
Rising behavior		Smooth, easy and constant rising		Smooth, easy and constant rising	А
Special take off technique required		No	Α	No	Α
2. Landing - 4.1.2					
Special landing technique required		No	Α	No	А
3. Speeds in straight flight - 4.1.3					
Trim speed more than 30km/h		Yes	Α	Yes	Α
Speed range using the controls larger than 10km/h		Yes	Α	Yes	А
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement - 4.1.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg		Increasing > 60cm	Α	Increasing > 60cm	А
Max. weight in flight greater than 100kg			-		-
5. Pitch stability exiting accelerated flight - 4.1.5	5				
Dive forward angle on exit		Dive forward less than 30°	Α	Dive forward less than 30°	А
Collapse occurs		No	А	No	А
6. Pitch stability operating controls during accel	lerated fli	ght - 4.1.6			
Collapse occurs		No	Α	No	Α
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	Α	Reducing	Α
8. Stability in gentle spirals - 4.1.8					
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour in a steeply banked turn - 4.1.9					
Sink rate after two turns		Up to 12m/s	А	More than 14m/s	В
10. Symmetric front collapse - 4.1.10					
Entry	_	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	trim speed	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit	Ë	0° - 30° Keeping course	А	0° - 30° Keeping course	А
Cascade occurs		No	А	No	А
Entry	p	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	accelerated	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	А
Dive forward angle on exit	3006	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α
Cascade occurs		No	Α	No	Α

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11. Exiting deep stall (parachutal stall) - 4.1.11									
Deep stall achieved		Yes			Yes				
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α	
Dive forward angle on exit		0° - 30°		А	0° - 30°			Α	
Change of course		Changing course	e less than 45°		Α	Changing cours	e less than 45°		Α
Cascade occurs 12. High angle of attack recovery - 4.1.12		No			А	No			Α
		T				I			
Recovery		Spontaneous in	less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
Cascade occurs	_	No			Α	No			Α
13. Recovery from a developed full stall - 4.1.1 Dive forward angle on exit	3	0° - 30°			Ι Λ	0° - 30°			Ι Λ
Collapse		No collapse			A A	No collapse			A
Cascade occurs (other than collapse)		No			А	No			
Rocking backward Line tension		Less than 45° Most lines tight			A A	Less than 45° Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.1.14									
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	А
Change of course until re-limation	trim speed, max 50% collapse	< 90	Dive or roll aligie	15 - 45	A	V 90	Dive of foil aligie	0 - 13	A
Re-inflation behavior	trim speed, x 50% colla	Spontaneous re-	-inflation		Α	Spontaneous re	-inflation		Α
Total change of course	m sk	Less than 360°			А	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	ax 6	No No			A	No No			A
Cascade occurs		No			A	No			A
Change of course until re-inflation		90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
-	trim speed, max 75% collapse			L				L	
Re-inflation behavior	trim speed x 75% colla	Spontaneous re-	-inflation		Α	Spontaneous re	-inflation		Α
Total change of course	m sl	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	tr.	No No			A A	No No			A
Cascade occurs		No			A	No			A
				1					
Change of course until re-inflation	bse	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	Α
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	-inflation		Α	Spontaneous re	-inflation		Α
Total change of course	seler 0%	Less than 360°			А	Less than 360°			Α
Collapse on the opposite side occurs	acc ax 5	No			A	No			Α
Twist occurs Cascade occurs	٤	No No			A A	No No			A
Change of course until re-inflation		90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Onange of course until re-limation	apse	30 - 100	Dive or roll arigie	10 - 40		30 - 100	Dive of foil aligie	10 - 40	В
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-	-inflation		Α	Spontaneous re	-inflation		Α
Total change of course	cele 75%	Less than 360°			A A	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	ас .	No No	No No			No No			A
Cascade occurs	_ =	No			A A	No			A
15. Directional control with a maintained asymmetry	metric co	llapse - 4.1.15							
Able to keep course straight		Yes			Α	Yes			Α
180° turn away from the collapsed side possible in	10 sec	Yes			Α	Yes			Α
Amount of control range between turn and stall or	Amount of control range between turn and stall or spin		More than 50% of the symmetric control travel			More than 50% of the symmetric control travel			А
16. Trim speed spin tendency - 4.1.16									
Spin occurs		No			А	No			Α
17. Low speed spin tendency - 4.1.17		I No.				l No.			
Spin occurs 18. Recovery from a developed spin - 4.1.18		No			А	No			Α
		Change of the training	- lane the i DOS			Change of the control of	- Inne that COO		
Spin rotation angle after release		Stops spinning in less than 90°			A	Stops spinning in less than 90°			A
Cascade occurs		No			А	No			Α
19. B-line-stall - 4.1.19 Change of course before release		Changing course	e less than 45°		^	Changing cours	e less than 45°		Λ
Behaviour before release			with straight span		A				A
						Remains stable with straight span			
Recovery Dive forward angle on exit		Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec 0° - 30°			A	
Cascade occurs		0° - 30° No			A				A
20. Big ears - 4.1.20									
Entry procedure		Special device re	equired		Α	Special device r	equired		Α
Behaviour during big ears		Stable flight			A	Stable flight			Α
Recovery		Spontaneous in	less than 3 sec		Α	Spontaneous in less than 3 sec			A
		0° - 30°			A	0° bis 30°			A
Dive forward angle on exit		i							
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21									1
21. Big Ears in accelerated flight - 4.1.21		Special device n	equired		Α	Special device r	equired		Α
21. Big Ears in accelerated flight - 4.1.21 Entry procedure		Special device re	equired		A	Special device r	equired		A
21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears		Stable flight			A	Stable flight			Α
21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears Recovery		Stable flight Spontaneous in			A	Stable flight Spontaneous in			A A
21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears	ator while	Stable flight			A	Stable flight			Α

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22. Behaviour exiting a steep spiral - 4.1.22				
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	А
23. Alternative means of directional control - 4.1.23	•			
180° turn achievable in 20 sec	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
24. Any other flight procedure and/or configuration d	escribed in the user's manual - 4.1.24			
Procedure works as descibed		NA		NA
Procedure suitable for novice pilots		NA		NA
Cascade occurs		NA		NA
25. Remarks of testpilot:				
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